

ENGINEER ADMITS HE SLEPT AS SEVEN ARE SENT TO DEATH

LEGAL MACHINERY IS
STARTED TO PUNISH
TRAIN CREW
WILL FACE TRIAL

A. C. CARLSON CONFESSES HE
TOOK COLD MEDICINE CON-
TAINING OPIATE KNOWING
TRAIN WAS ONLY SHORT DIS-
TANCE AHEAD OF HIM.

BULLETIN.

This afternoon Deputy Sheriff Mischke swore to a warrant charging Engineer Carlson with manslaughter before Judge Koenig. The sheriff of Kane county was then notified to hold the railroadman for the local authorities.

His own admission that he slept while he should have been awake and alert to all danger, with his hand upon the throttle, probably will mean a term in the penitentiary for Engineer A. C. Carlson, pilot of the ill-fated C. & Q. freight that Sunday night caused the death of seven known and possibly one more man, and serious injury to half a dozen others at Earlville.

A coroner's jury, impaneled by Coroner Donoghue, held Carlson as well as Fireman J. C. Long and G. J. Hickman, the crew in charge of the engine 5065, responsible for the wreck, and they will be made to answer to the October grand jury. Chief responsibility, however, rests upon the shoulders of Carlson, who now is in an Aurora hospital, with a sprained back, received when he suddenly became aroused and jumped from the engine cab in safety. It is possible that Long and Hickman will escape punishment as a result of the engineer's admissions.

Warrants are now being prepared for service upon Carlson and as soon as he is sufficiently recovered to permit his removal to Ottawa he will be brought here and lodged in the county jail, to await the action of the grand jury on manslaughter charges. State's Attorney George S. Wiley has taken entire charge of the case and this morning announced that Carlson should be punished for his gross neglect and that information will soon be issued against the engineer guaranteeing his appearance before the bar of justice to face his accusers.

State's Attorney Wiley, together with Deputy Sheriff Mischke, were on hand at the inquest through the afternoon and gathered much evidence that will be used against Carlson.

Carlson's confession was made to the Kane county coroner, where inquests were held over two of the victims.

"O, God!" he cried. "O, God! It's awful! It's awful!"
The last signal block that he remembered seeing was at Meridan about ten miles east of the point where his train plowed into the stock train.

Medicine Brought Sleep.

"I don't know what made me drop off," he said, "unless it was some medicine that I had been taking for a heavy cold. I had been laying off because I was not well, and I hadn't worked for three days when I took my engine out of Galesburg on this run."

Carlson said he awoke with a start when he was almost upon the other train and leaped out into the dark just as the crash came.

Given Ample Warning.

That there is absolutely no excuse for the wreck is shown by the testimony of witnesses who gave incriminating facts against Carlson. Brakeman E. W. Johnson, of Galesburg, testified that he left the train when it was "blocked" at Earlville, and walked to the rear a quarter of a mile or more, where he stood on guard with a danger signal. When the second section, driven by Carlson, appeared, he frantically waved his lantern in an effort to flag him, but without success. He remained on the tracks circling his lights until forced to step aside to let the death freight rattle by.

Fireman J. F. Long, who was having his first trip over the "main" line, was at the automatic coal feed, replenishing his supply of fuel. His back was toward the brakeman and consequently he did not see him. Head brakeman, G. J. Hackman, whose place ordinarily is in the cab, was sitting on the right side of the tender and he was unable to see Brakeman Johnson. He, however, was first to see the danger ahead, but

GRAND RIDGE GETS ITS ANNUAL VISIT FROM BOLD THIEVES

SIX PLACES ROBBED — FIVE
STORES ENTERED BY MYSTERI-
OUS BANDITS WHO STEAL
FORD WITH WHICH TO MAKE
GETAWAY.

Grand Ridge awakened this morning to find its pockets picked while it slept. After almost a year's "neglect," during which time yeggmen and bandit crews "passed them up" with persistent regularity, the village discovered it has not fallen from burglar's grace, but is back again in the spotlight as the most robbed community in Illinois.

Besides entering half a dozen stores, looking over the places, sounding the cash registers for change, the thieves then went to the garage of O. S. Payne, where they picked up his high-powered Flivver and made a wild dash for liberty and freedom—getting both. Proof that the bandits were men skilled in the profession is shown by their penchant for Fords and an absence of desire for small money. They entered the elevator company's office, opened the safe very gingerly and when they saw only a few pennies lying in the cash box, they ignored the small coins and then slammed the safe door with a resounding bang, as tho they had been cheated out of some well earned emoluments. It was with some difficulty that the combination responded this morning. They gained entrance to the elevator, which is operated by F. J. Lindsey, by breaking a window.

From there they are supposed to have gone to the Fred Newman merchandise store, where they smashed a window in a rear door to get into the place. They obtained nothing at the Newman shop. The Frank Smith drug store was next to be paid a visit where a rear door was subjected to the same treatment given to Newman's. The M. W. Poundstone hardware store was entered by means of an upstairs window. The C. W. Peterson grain office has a broken window to show where the men got in there.

A close survey made of all the places visited shows this morning that no goods were taken and the thieves got little reward for all their trouble—except Mr. Payne's Ford. The Ford is described as being a five-passenger wearing and Illinois number 246565. It has one new tire on a front wheel and three old ones on the others.

This morning Sheriff Davis was notified of the burglaries bright and early. He is keeping a "weather" eye open for clues and thru the Ford may be able to trace the unwelcome visitors to their lair.

Auto Taken at Mendota.

This morning Sheriff Davis was notified by Chief of Mendota Police Charles Backman that a six cylinder Studebaker had been pilfered from its garage during the night and that a nineteen years old youth was seen driving away with it. The machine and its law breaking driver were supposed to be headed this way. It is a 1914 model and carries Illinois No. 2647 and belong to H. E. Meley, of Earlville.

POUR CONCRETE FOR LOOP PAVING

Business houses on West Madison street today are getting a sample of what the new loop pavement will look like. Under the direction of Supt. Witty, of the John Cherry company, men began pouring concrete and made rapid strides with the work. As the concrete end is well under way it follows that in a short time brick will be laid. The contractor and city are hopeful of being able to complete all the torn up streets in the loop before winter sets in to prevent further operations.

"Q" Puts Women in Shops.

St. Joseph, Mo., Sept. 18.—Owing to a shortage of shopmen, caused by many being summoned for military duty, the Burlington railroad shops here have employed 20 women and girls to fill the vacancies. The women all wear overalls and jumpers and are engaged principally in wiping locomotives and mas mechanics' helpers.

OUR BOY.



—Gar Williams in Indianapolis News.

GLORIOUS WEATHER HELPS SWELL TURN OUT AT FAIR TODAY.

LARGE CROWD ATTENDS OPEN-
ING OF COUNTY EXPOSITION—
MERCHANTS TO CLOSE ESTAB-
LISHMENTS TOMORROW NOON.

Old Sol, glowing warmly upon Ottawa, gave the La Salle County Fair Association a start on what promises to be its most successful year in its history, this morning. The weather was abundantly conducive of large attendance and as a result many farmers put down their tools and came to Ottawa for the day. The crowd began arriving early and late this afternoon they were still coming, augmented by hundreds of school children, who were guests of the association for the day.

Exhibits were all in place by noon and the displays were marveled at by the throngs who viewed them. Particular interest centered about the livestock exhibits, where all kinds of valuable animals were shown. Next came the fruit and vegetable exposition, the largest, it is said, since the association began to feature the pumpkin as a show proposition.

The poultry and automobile exhibitions are attracting their share of business as are also the concessionaires who have scores of inviting offers to make to the passing spectators. In manufacturer's hall there is a large exhibition of machinery and farming accessories, while in floral hall many merchants are showing off their wares in neatly decorated booths.

Races Draw Many.

The racing program was the principal center of attraction during the afternoon. Hundreds upon hundreds packed the large amphitheater where they secured seats at an early hour and waited for the judges to call the 2-25 trotters onto the field for the first heat. Superintendent of Speed Charles Campbell, looks for some fast going in this event and with a purse suitably large to make a try worth while, the contest promises to be hotly contested. There are nine starters in the event.

Schools Close at Noon.

Schools of the city, including the high school, closed at noon today to permit teachers and pupils an afternoon's visit at the fair. Country schools were also closed down for a portion of the day, and as a result of this order the grounds are overrun by boys and girls of all ages. Fathers and mothers in most instances accompanied their young hopefuls to the exposition.

Stores Close at Noon.

Tomorrow will be merchants' day at the fair. All stores of Ottawa and some of the industrial plants will be locked up at noon and will not open again until Thursday morning. The Free Trader-Journal, in keeping with its policy to give its employees a chance to see the fair by daylight, will print its Wednesday's edition at noon.

Canada has six principal railroad lines.

COUNCIL HOLDS AN ABBREVIATED MEET

HEARS BIDS ON FORCED DRAFT
CONTRAPTION FOR PUMPING
STATION ENGINES AND THEN
ADJOURNS—PAY ROLL PAID.

Whether it was the County Fair, or whether it was too much good weather, none of the city officials stated his morning, but regardless of any excuses that might have been advanced, there was a very abbreviated session of the councilmen at the city chambers. Outside of hearing bids for the installation of the forced draft attachment at the pumping station, there was "nothing to it" in the vernacular of the street urchin.

The forced feed proposition is getting to be quite the thing in cities of Ottawa's size and larger. It is reputed as a great cost saver and in one instance the city was offered an opportunity to install one to be paid for out of the fuel that was saved. The Palmer Forced Feed Company offered to install their machine for \$2,500 and the Improved Combustion Company was willing to install their device for \$1,610. As is customary with such matters, the bids were laid over to comply with the law and at the next meeting final action will be taken on the proposition offered by the two companies.

After disposing of this press of business the council heard the pay roll read and ordered amounts aggregating a grand total of \$2,421.99 paid.

MRS. MARY E. CROW ANSWERS FINAL CALL

Mrs. Mary E. Crow, wife of James Crow, of Norris street, died last night at 11 o'clock at Ryburn Memorial hospital, after a long illness. Mrs. Crow had been in poor health since last spring and had been a patient in Ryburn hospital twice during that time. She was born in Ottawa and had lived here all her life. Her marriage to James E. Crow took place in this city twelve years ago. Besides her husband she is survived by two brothers, Mike Ferriter, of this city, and John Ferriter, of Chicago.

The funeral services will be held Thursday morning at nine o'clock at St. Columba church and the burial will take place at St. Columba cemetery.

ARGENTINE NEARER BREAK WITH BERLIN

Buenos Aires, Sept. 18.—Argentine was nearer a break with Germany today than it has been at any time.

Germany's action in notifying the Argentine minister at Berlin that the German government "regretted" Count Luxburg's action has not satisfied the Argentine government. Officials were conferring over the situation today. It is believed that Argentine will demand a formal note from the German government and in the event that it is not forthcoming a break in diplomatic relations is inevitable.

CORPORAL TELLS OF LIFE IN TRENCHES; SAW MUCH SERVICE

CANADIAN HOLDS AUDIENCE
CLOSELY FOLLOWING HIS
TALES OF THRILLING ADVEN-
TURES ON EUROPEAN FIGHT-
FRONT.

The audience that heard Corporal E. K. Wishart in his talk at the high school last night will undoubtedly never hear such an interesting and heart-felt story again.

Only a fair sized crowd were out, but what the crowd lacked in numbers it made up in enthusiasm. Corporal Wishart's story bore the earmarks of an honest story told by an honest soldier. He talked and answered questions for two hours and the people present did not realize he had been talking over thirty minutes, so well he held his audience.

He enlisted in the Canadian 102nd Battalion Expeditionary force at Prince Rupert, British Columbia in 1915, and six months later was in the trenches in France. He fought around Ypres for about two months and was then transferred to a sector on the Somme near Comblès, Baupenne Peronne and Goresllette. It was here the allies put on their big offensive called the "Battle of Somme." Corporal Wishart participated in these battles for five months without removing his clothes. This was at the time when the soldiers in the trenches fought until they were exhausted and then went to the dugouts for a few hours' rest. As soon as they were able they would return to the trenches and fought without ceasing until they were exhausted again.

He described the Battle of Somme in detail, telling how they fought for five months without relief in mud and water up to their hips. How the Canadian troops made a ten mile advance on the enemy wading over the bodies of dead men all the way. During this battle he was buried alive by a shell and another shell bursting near him from the ground again before he was suffocated. Again the heavy concussion of a bursting shell tore his uniform from him without injuring him. It was while fighting here he saw the British tanks first used and witnessed the first one used which entailed the enemy trenches and brought in 350 prisoners. He explained fully the havoc wrought by some of the shells, many of which when bursting excavated holes large enough to submerge the Ottawa high school in.

It was during the Battle of Somme that Corporal Wishart was given the title the "Grand Daddy of the Somme" he being the oldest volunteer soldier on the French front. Although sixty-one years old he does not look forty, and is as hale and hearty as a man of twenty-five in spite of all his horrible war experiences. He has gone through many hardships and privations since his enlistment, having

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JUDGE MAYO TO TELL SELECTS OF OTTAWA'S PRIDE IN THEM

COAST CITIES LOOK
TO WASHINGTON FOR
AID IN SHIP CRISIS

STRIKE BROACHES ONE OF
MOST SERIOUS PHASES IN HIS-
TORY—30,000 MEN CONTINUE
DETERMINATIONS TO STRIKE.

San Francisco, Calif., Sept. 18.—With city officials, strikers and officers of the gigantic plants concerned looking with anxious eyes towards Washington from whence the next move in the industrial controversy here is expected to come, the second day of the strike of the Iron trades dawned with the police and military authorities prepared for any emergency.

While more than 30,000 men are out of work and wandering about on the streets causing grave apprehension on the part of the police, their leaders are endeavoring to find some method of breaking the deadlock with the employing corporations so that there may be a peaceful settlement of the strike.

The ship building plants and other munition factories are under the guard of detachments of United States marines today and fear is felt by the municipal authorities that if there is a recurrence of the acts of violence which characterized the walkout some one with sufficient "pull" may prevail upon the government to send troops into the city to preserve order.

Not only is Uncle Sam's vast shipping program being seriously hampered by the strike, but the area fleet upon which the government hopes to turn to turn the tide of the war in favor of the allies is badly in need of the engines which are being turned out in large quantities by the Hall-Scott Motor Company of Berkeley, which is one of the plants idle because of the strike. This is the largest concern in the west making high class aero-planes engines and it has been operated ever since the beginning of the war on a 24 hour schedule.

Washington Offers To Aid.

Washington, Sept. 18.—The Department of Labor today ordered W. T. Boyce, assistant commissioner of immigration at San Francisco to offer his offices to conciliate the strike of 28,000 skilled mechanics which is holding up the government's shipbuilding program.

Boyce was instructed to send full reports on the situation to Washington immediately. If it becomes evident that he will be unable to handle the situation, other federal conciliators will be ordered to San Francisco by Secretary of Labor Wilson.

T. J. CRAWFORD NEW CANAL COLLECTOR

Thomas J. Crawford, a well known north side Republican leader and a staunch Lowden supporter, this morning took over the reins of government at the local port, supplanting William Hemmerle, who has held the position as collector since the inauguration of Edmund Dunne as governor.

Mr. Crawford received word of his having been appointed the local plum some days ago, but today, when he took over management of the office was the first that local leaders knew of his appointment.

Being an efficient and capable man, he will make good in his new position, according to all his friends.

Beef at \$17 Per Cwt.

Kansas City, Mo., Sept. 18.—Native fatted "J.J." steers sold here today at \$17 per hundred weight, the record of all records at all United States live stock markets.

Megata Coming to U. S.

Tokio, Sept. 18.—Baron Megata is the head of the second mission which will go to the United States to discuss economic questions with American officials. Five officials and four business men will make up the remainder of the party.

Yes, He Got His.

Peoria, Ill., Sept. 18.—Twenty-nine days in the workhouse is what it cost John Lucas, 57 years of age, to remark: "To hell with President Wilson, but God save the Kaiser." Lucas began serving his sentence today.

A delicious dish is made by baking eggs in small tomatoes or poached on rice.

ALL PREPARATIONS ARE
MADE FOR SENDING
SELECTS AWAY
BAND TO ASSIST

COUNTY JUDGE WILL WISH SOLD-
IERS GODSPEED—THEN WILL
FOLLOW PARADE TO DEPOT—
EXERCISES AT 8:30 AT ARMORY.

The completed program for tomorrow's public farewell to Ottawa's second increment of men for the National Army, was announced today by the Chamber of Commerce. Under the direction of President Griggs and Secretary Farrell a fitting demonstration was prepared—one that will cause the departing soldiers to realize their sacrifice is appreciated by the people at home.

At 8:30 o'clock short exercises will be held at the armory with Judge Henry Mayo as the principal speaker. There all the one hundred and four assigned to training at Camp Dodge will be assembled to hear themselves eulogized and then will march to the Rock Island train where at 9:30 o'clock they entrain for the Iowa cantonment on a special that will be made up at Joliet.

Hentrich's band will lead the procession with Dr. J. W. Pettit serving as marshal of the day. Members of the exemption board and representatives of the city council and chamber of commerce, together with citizens, will form an escort to the selects and march with them to the depot. Hentrich's band, not to be outdone by anyone for patriotism, when asked to take part in the Godspeed refused to accept any money for its services and will play during the parade and at the armory and depot as a special tribute to the departing men.

At the armory there will be some singing with Rev. Briggs as leader. Patriotic heirs will be rendered and the boys will be sent upon their way with few words from Mayor Bradford.

Pick Alternates and Leaders.
While J. S. McEvoy will be squad leader and have full charge of the recruits, he will be assisted by four lieutenants, whose names were given out today as follows: Lloyd H. Calligan, Sheridan, Oscar Elmer Anderson, Ottawa, Arthur Edmund Anderson, Mendota, and Lewis Lynch, of Ottawa. The squad will be split up into four divisions and will march to the train under the leadership of their chiefs, with "Capt." McEvoy as a generalissimo for the occasion.

Alternates were named to take the places of any who might perform of sickness or other unlooked for delays, be compelled to remain at home. In case any or detained in this manner, the following will be ready at the armory to take their places: Arthur C. Hill, Earlville; Frank Holmes, Ottawa; Frank McKinley, Ottawa; John Cribben, Ottawa; Ettore Vignochi, Ottawa and Bert Fanning, of Wallace.

The recruits, together with their chiefs and alternates will be assembled at the armory at 8 o'clock for roll call. Before the train departs they will answer another roll, insuring against any of their being lost from the squad before they get out of town.

The Honor Roll.

The following is the list of patriotic young men comprising the second honor roll and to whom all Ottawa will bid its Godspeed on the morrow:

- William Martinez, Mendota.
- Reuben Burch, Dayton.
- John Stewart McEvoy, Ottawa.
- John Hart, Mendota.
- John G. Killelea, Ottawa.
- Michel Suttel, Ottawa.
- Oscar Elmer Anderson, Ottawa.
- Stanley J. Techniansky, Ottawa.
- John Bayer, Ottawa.
- Michael Lekan, Ottawa.
- Alvin Carl Kuhr, Mendota.
- Frank Kasal, Ottawa.
- Theodore Brufas, Ottawa.
- Albert Joseph Aussem, Ottawa.
- Art L. Leifheit, Troy Grove.
- Walter D. Welsh, Seneca.
- William J. Scannell, Ottawa.
- James C. Lamb, Earlville.
- William Morrell, Marseilles.
- John Schammel, Ottawa.
- William G. Luce, Ottawa.
- Ralph S. Shippey, Ottawa.
- Ralph Trumble, Marseilles.
- Clarence R. Reed, Marseilles.
- Ernest B. Hovda, Leland.
- Ernie L. Hovra, Ottawa.
- Daniel J. Donrahan, Ottawa.
- John S. O'Donnell, Seneca.

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